

# NATIONAL INTELLIGENCER.

## GENERAL SYSTEM OF INTERNAL IMPROVEMENT.

In the course of a debate in the House of Representatives on Friday, the 6th instant, we find a member reported to have avowed himself in favor of river and harbor improvements; but he "did not wish to be understood as the advocate of a general system of internal improvements, such as would lead to an extravagant expenditure of the public money, and to abuses which attended the system under the administration of John Quincy Adams, but he was favorable to great national improvements, such as those in relation to rivers and harbors."

Whether the honorable member spoke thus of the administration of Mr. Adams from personal recollection, from historical investigation, or from the reckless misrepresentations of the party press, the revival of the imputation of extravagance to the Administration of that virtuous statesman, at this late day, requires notice and refutation. Let us therefore go back a quarter of a century and see what was the extent of that system imputed to Mr. Adams as a crime, compared with that of his successor.

For a clearer understanding of the subject, however, we will glance at what was done under the predecessor of Mr. Adams. During the Presidency of Mr. Monroe the subject of internal improvement had occupied a large share of the attention of Congress, then decidedly Republican in its policies. The majority was overwhelming at the first session of the 15th Congress, (1st December, 1817.) In the House a majority of fifteen was found in favor of appropriating the public funds for canals and for military and post roads.

At the session of December, 1819, "the principle of internal improvement by the General Government was sanctioned by an act to authorize a survey of a route for a continuation of the Cumberland road from the Ohio river, opposite Wheeling, Virginia, through Ohio, Indiana, and Illinois, to the Mississippi, between St. Louis and the mouth of the Illinois river, for which survey an appropriation of ten thousand dollars was made."

At the session of December, 1821, after Mr. Monroe's re-election, "three per cent. of the net proceeds of the sales of the public lands in the States of Missouri, Mississippi, and Alabama, was directed to be paid to the said States, to be applied to the making of roads and canals within the same."

The 15th Congress was opened on the 1st of December, 1823. "The President was authorized to cause the necessary surveys, plans, and estimates to be made of the routes of such roads and canals as he might deem of national importance, for which purpose the sum of thirty thousand dollars was appropriated. The President, after mature deliberation, changed his former views on the subject of internal improvements by the General Government, and gave this bill his approval, which proved a model and precedent for future legislation on this subject."

It has been truly remarked that "the administration of Mr. Monroe, which closed on the 3d of March, 1825, was eminently prosperous and advantageous to the nation."

Mr. JOHN QUINCY ADAMS, in his Inaugural Address, (1825,) only spoke of proceeding "in the great system of internal improvements within the limits of the constitutional power of the Union." It will be seen, by the facts adduced, that "the great system" was adopted in Mr. Monroe's last term by the great Republican party of the country, and had not only his acquiescence, but his positive sanction.

In his first annual message Mr. Adams says: "The appropriations made by Congress for public works, as well in the construction of fortifications as for purposes of internal improvement, so far as they have been expended, have been faithfully applied."

Speaking of the labors of the engineers, Mr. Adams remarks: "They have completed the surveys necessary for ascertaining the practicability of a canal from the Chesapeake bay to the Ohio river, and are preparing a full report on that subject. The same observation is to be made with regard to the two other objects of great national importance upon which the board have been occupied, namely, the accomplishment of a national road from this city to New Orleans, and the practicability of uniting the waters of Lake Michigan with the Connecticut river, and the improvement of the navigation of that river." Again: "The acts of Congress of the last session relative to the surveying, marking, or laying out roads in the Territories of Florida, Arkansas, and Michigan, from Missouri to Mexico, and for the continuation of the Cumberland road, are, some of them, fully executed, and others in the process of execution."

Let it not be forgotten that all these were authorized by a Republican Congress, of which Mr. Lowndes and Mr. Tucker were prominent members, and sanctioned by an Administration [Mr. Monroe's] of which Mr. Calhoun was an influential member.

Mr. Adams, in his fourth and last annual message, says: "The report from the engineer department presents a comprehensive view of the progress which has been made in the great systems promotive of the public interests commenced and organized under the authority of Congress."

After referring to the fortifications as first of these, he adds: "The next of these cardinal measures of policy is the preliminary to great and vast works of public improvement, in the surveys of roads, examinations for the course of canals, and labors for the removal of the obstructions of rivers and harbors, first commenced by the act of Congress of 30th April, 1824." [One year and two months before the commencement of Mr. Adams's term.]

In the 19th Congress, commencing 5th of December, 1825, the disposition of Congress was favorable to objects of internal improvement. "In addition to fifty thousand dollars appropriated for general surveys, specific appropriations were made for the survey of a canal route across Florida, for sundry post roads, and for continuing and repairing the Cumberland road. One hundred and fifty thousand dollars were authorized to be subscribed on the part of the Government to the stock of the Dismal Swamp Canal Company, and three-fifths of the five per cent. reserved from the proceeds of the public lands in Mississippi were given to that State for the purposes of internal improvement. Appropriations were also made for the survey of various harbors on the sea-coast, and for the deepening of their channels, as well as to secure them from storms." [This, too, by a Congress a majority of whom were opposed to Mr. Adams.]

At the next session (December, 1826) an appropriation of \$30,000 was made for repairs on the Cumberland road. The sum of \$30,000 was appropriated for improving the navigation of the Ohio river. Grants of the public lands were made to the States of Illinois and Indiana, to aid those States in making canals; also to the State of Ohio, for the purpose of aiding in the construction of a road from Columbus to Sandusky.

The twentieth Congress had a majority in opposition to Mr. Adams, (December, 1827,) and a good deal of bitterness prevailed. [Here, in passing, it may be remarked that Mr. RICHARD RUSSELL, Secretary of the Treasury, made an elaborate report on the manufactures of the country, and warmly recommended their encouragement and protection.]

The twentieth Congress was liberal in appropriations for internal communications by roads and canals and im-

provements of the seacoast. "The question of constitutionality as well as the expediency of internal improvements by the General Government underwent a full discussion in the House, and the principle was deliberately sanctioned by majorities in both branches. A subscription of one million of dollars was authorized to the stock of the Chesapeake and Ohio Canal Company; a grant of public lands to aid the State of Ohio in making a canal from the Miami river to Lake Erie; and four hundred thousand acres were granted to the State of Alabama, to be applied to improvements by canal or otherwise on the Tennessee river. A bill was also introduced into the Senate, and ultimately became a law, appropriating \$250,000 for constructing a breakwater in Delaware Bay. The construction of a military road in Maine was also authorized, and \$15,000 appropriated for the purpose."

Here is the extent of Mr. Adams's "great system of internal improvement," held up lately in the House of Representatives as something monstrous, and to be avoided as very alarming and consolidating!

Mr. ADAMS retired on the 3d of March, 1829, after a reduction of the public debt by an amount of over thirty millions of dollars. More than five millions had been appropriated during his term to solace the declining years of the surviving officers of the Revolution, and a million and a half to extinguish Indian titles. The expenditures for the support of the Government did not in his day average thirteen millions annually!

Now comes the Administration of President JACKSON, during which it is contended by modern orators the "great system of unconstitutional appropriations for internal improvement was broken up."

The twenty-first Congress assembled on the 7th December, 1829. The Republican or Democratic majority was decided.

"The question of internal improvements by the General Government was discussed during the first session of this Congress, when it appeared that the friends of the system [recalled, built up in Mr. Monroe's last term] retained a majority in both Houses. Among the bills passed at this session was one authorizing a subscription to the stock of the Maysville and Lexington Road Company in Kentucky. It passed the House by a vote of 102 to 83, and the Senate 24 to 18. After retaining the bill eight days, the President returned it to the House, on the 27th of May, 1830, with his objections, 'as set forth in his message of that date.'"

Upon a trial in the House to pass the bill in spite of the veto, the vote stood ninety-six to ninety-two, and the measure failed for want of a two-thirds vote.

"On the 27th May, the House took up several bills relating to internal improvements which originated in the Senate, and notwithstanding the veto of the Maysville road bill, passed, by large majorities, three acts, viz: first, authorizing a subscription to the Washington Turnpike Company; secondly, a subscription to the Louisville and Portland Canal Company; and, thirdly, appropriating money for lighthouses, improving harbors, directing surveys, &c. The first bill was vetoed, and returned to the Senate; and, upon a vote to pass it, notwithstanding the veto, it failed for want of a two-thirds vote—yeas 21, nays 17."

"The other bills were retained by the President until the next session. He had, however, sanctioned a bill for continuing the Cumberland road, and making other appropriations for roads and surveys, and another for the improvement of harbors and rivers, both of which were branches in the general system of improvement! The former bill he approved with a qualification, by referring to a message sent to the House, together with the bill, wherein he declared that, as a section appropriating eight thousand dollars for the road from Detroit to Chicago might be construed to authorize the application of the appropriation to continue the road beyond the Territory of Michigan, he desired to be understood as having approved the bill with the understanding that the road 'not to be extended beyond the limits of the said Territory.'"

At the second session of the same Congress the subject of internal improvement was again agitated. The President returned the two bills above mentioned as retained, with his veto. Mr. HENRI CLAY, of Pennsylvania, a friend of the Administration, introduced a report adverse to the President's views, and this was followed up by several bills for internal improvements. The first was one making appropriations for the improvement of harbors and removing obstructions in rivers. It passed the House by a vote of 135 yeas to 53 nays, and the Senate by 28 to 61. Democratic bodies, he remembered.

The President yielded his scruples to the force of public opinion, and signed the bill. [This was the mode of killing and resuscitating Mr. Adams's great system.] He no longer adhered to his constitutional scruple, but gave his assent, at this second session of the twenty-first Congress, to a bill making large appropriations for carrying on certain roads and works of internal improvement, including rivers, and providing for surveys!

The 22d Congress commenced on the 5th December, 1831, and, notwithstanding Southern and Eastern opposition, a bill making appropriations for internal improvements passed both Houses, and received the sanction of President Jackson! It included provisions for the improvement of certain rivers and harbors, the Cumberland and other roads, surveys, &c. By this act, as amended in its passage, various appropriations were made for works not enumerated; it having been extended by these amendments to an amount exceeding one million two hundred thousand dollars!

The other appropriations for internal improvement were contained in a bill for the improvement of certain harbors and rivers, which was not taken up in the House until the 25th of May, 1832. Certain amendments were then made; and on the 1st of June a motion of Mr. Polk to strike out the enacting clause was lost—Yeas 72, nays 101; and the bill was passed, yeas to 67.

In the Senate this bill was taken up on the 2d of July; and, as we learn from the history of the times, excited much discussion. In the course of the debate "Mr. Clay expressed his extreme surprise that the President, after putting his veto on the appropriations for works of such public utility as the Maysville and Rockville roads, should have sanctioned the internal improvement bill, in which appropriations were made to a very large amount, and which differed in principle not one particle from the one he had rejected! What, said he, had been the course of the present Administration? They first held appropriations for certain objects of internal improvement to be unconstitutional, and then sanctioned appropriations for other objects depending entirely upon the same principles with those held to be unconstitutional; and the result has been to open an entire new field of internal improvement! Favorite objects had been considered constitutional, while objects in States not so much cherished had been held to be local!"

Mr. MILLER, of South Carolina, (Democrat,) said: "We have just heard that the President has signed the internal improvement bill, containing appropriations for the most limited and local purposes. I hope we shall never again be referred to the veto of the Maysville and Rockville roads as a security against this system. The Senate and House of Representatives and the President all concur in this system."

The harbor bill passed both Houses, and was sent to the President on the 13th July, 1832, three days before the close of the session; and, although it did not differ in principle from the bill previously signed, the President retained it until after the adjournment, thus giving it what is called the pocket veto.

The second session of the 22d Congress commenced on the 4th of December, 1832. Appropriations were made at this session for carrying on certain works before commenced, and the improvement of harbors and rivers; also for the Cumberland road and for certain Territorial roads. Acts were also passed for improving the navigation of certain rivers in Florida and Michigan. This was the last year of Gen. Jackson's first term.

The 23d Congress commenced on the 24 December, 1833, with a decided Administration majority in the

House. There was a small majority against the President in the Senate.

Among the acts passed at this long session, ending on the 30th of June, 1834, were the following: Making appropriations for certain harbors and rivers; for completing a road from Memphis to Little Rock, in Arkansas; authorizing certain roads in Arkansas; aiding roads in Michigan; continuing the Cumberland road; and for the improvement of the Hudson river, all of which received the sanction of President Jackson, who has the credit, by those who get their information from partisan traditions, with "crushing the corrupt system of John Quincy Adams!"

At the second session, ending March 2, 1835, appropriations were made for roads and surveys; also for certain harbors and rivers; and, as usual, for the Cumberland road.

The first session of the 24th Congress commenced on the 7th December, 1835, and among the most important of the acts were those making appropriations for certain harbors and rivers, and for continuing the Cumberland road.

The second session commenced on the 5th December, 1835, and ended on the 3d March, 1837, with Gen. Jackson's term. Acts were passed making appropriations for harbors, rivers, roads, and lighthouses.

To make the comparison, however, more striking both to sight and sense, we will present the total amount of expenditures for Internal Improvements (including surveys) during the Administrations of Mr. Adams and General Jackson. The sums are taken from an official report made to the Senate, in 1848:

Under Mr. Adams (4 years) - - \$2,310,475  
Under Gen. Jackson (8 years) - - 10,582,882

So it appears that under Mr. ADAMS's "extravagant" Administration in favor of the system there was less than half as much expended on Internal Improvements as there was under the economical Administration of General JACKSON opposed to the system.

The impartial reader has now an opportunity of seeing how little of fairness there is among politicians who ascribe either extravagance or corruption to the Administration of Mr. John Quincy Adams in reference to Internal Improvements, or any thing else.

The Hon. RODMAN M. PRICE was installed as Governor of New Jersey on Tuesday last, at Trenton, in the presence of the Legislature and a large number of citizens. The question of the eligibility of Mr. Price for this office was ruled out of the Legislature on the ground that it was cognizable only by the Supreme Court of the State. The point made against his right to the office was that he had not been a resident of the State for the seven years preceding his election, as is required by the State Constitution. Within that time he had exercised the privileges of a citizen of California, in having been a member of the Convention which framed the Constitution of that State; and he was also a candidate for Congress and exercised the elective franchise there. The Legislature of New Jersey is required to try and determine cases of contested election to the gubernatorial office, but in this case it has decided that its jurisdiction is confined to contests arising on elections and returns, and not to contests touching the eligibility of a candidate. It is not improbable that the question will be carried into the State Courts.

Charges were some time ago preferred against Governor RAMSEY, of Minnesota, and Mr. SIBLEY, delegate from that Territory, of official misconduct in the disbursement of money to the Indians and the traders, &c. who had claims against them. The charges were submitted for investigation to a commission, consisting of Judge R. M. YOUNG and Colonel GORMAN. After an elaborate examination of evidence, they have made a report exonerating these officers of all blame. One of the charges was violation of the Subversary act. The facts on which this charge was founded were as follows: Gov. Ramsey was to pay six hundred thousand dollars as the first instalment of Indian treaty purchase. He had a draft on the New York Subversary for this purpose. He could not carry it all in specie. He took a hundred thousand dollars in specie, and this sum filled two boxes, each requiring the strength of four men to lift; the balance in drafts upon the Manhattan and Merchants' Banks of New York and the bills of those banks. This paper was worth a premium of one and a half per cent. in the West, and the persons to whom it was paid were glad to get it in preference to specie. There was no speculation in the transaction and no hazard to the United States Treasury.—*Corr. of the Jour. Com.*

CONGRESS AND THE DELIVERERS.—The heart of every true man must rejoice at the disposition shown in all quarters to do honor to the noble men who aided in rescuing the sufferers on board the steamer San Francisco. But especially will every American be glad that the National Legislature of this country has promptly acted upon the same impulse of gratitude, and taken the initiative steps toward expressing the national sense of the meritorious actions of the English captain of the Three Bells and the American captains of the Kilby and Antarctic. This was done, and done handsomely, in both Houses of Congress, and we regret that the pressure upon our columns prevents our giving the speeches in full.—*New York Commercial Adv.*

NEBRASKA. The following resolutions were introduced into the Senate of Ohio on Thursday last, and ordered to be printed:

Whereas it is understood that efforts are being made to procure the passage of an act of Congress to organize the Territory of Nebraska with such provisions as will permit the existence of slavery therein; and whereas, in the judgment of this General Assembly, the passage of such an act would not only be inconsistent with the Constitution of the United States and of the Declaration of Independence, but would also be a manifest violation of the Missouri Compromise: Therefore—

Be it resolved by the General Assembly of the State of Ohio, That we solemnly protest against the passage of any act for the organization of the Territory of Nebraska which shall not expressly exclude the institution of human slavery from said Territory.

Resolved, That our Senators and Representatives in Congress be requested to make every effort to prevent the passage of such an act.

Resolved, That the Governor be requested to transmit a copy of the foregoing resolutions to each of our Senators and Representatives in Congress.

The people in the region of Cape Cod are moving to bring before the Legislature of Massachusetts the project of a ship canal to connect Cape Cod Bay with Buzzard's Bay. There is only about half a mile of land to cut through. It would save a day's sail between New York and Boston, and do away with the dangerous navigation around the cape.

JAPAN.—"Hunt's Merchants' Magazine" for January opens with an article on Japan, with reference to the commercial and political relations of that nation with the rest of the world. The writer, Mr. W. J. A. BRADFORD, gives an interesting summary of the principal facts respecting the Japanese as they are found in the works of Charlevoix, Siebold, Kompter, MacFarlane, and other authors, and comes to the conclusion that "the trade with Japan does not promise great results." He says that "the Dutch factory found it rather a losing business, and were glad to give up the largest part of it to the Government."

THOMAS H. SLEMAN, of New York city, has recovered a verdict of \$6,400 against Davis & More, proprietors of a line of stages, one of which was upset in Vernon, Wisconsin, in 1850, by which accident the plaintiff nearly lost the use of his arm. The trial was before the United States court at Milwaukee, and the judge ruled that the fact of the plaintiff having been maltreated by his physician was not to be considered by the jury; because if the coach had not been tipped over he would not have needed a physician.

## MEETING OF THE COLONIZATION SOCIETY.

The Thirty-Seventh Anniversary Meeting of the Colonization Society took place last Tuesday evening in Trinity Church.

Soon after 7 o'clock the meeting was called to order by the President, JOHN H. B. LATROBE, Esq. He announced that the President of the United States had been invited to be present, but that a communication had been received from him stating that important official business would deny him the pleasure.

Prayer was then offered up by the Rev. Dr. BALCH, when the Secretary of the Society read an abstract of the Annual Report.

The opening paragraphs of the report pay a tribute of respect to four of the Vice Presidents, Hon. Judge BURKE, Hon. SIMON GREENLEAF, Rev. JAMES LAURIE, D.D., and ANSON G. PHILLIPS, Esq.

The receipts of the Society for the past year were \$82,454.25. The expenditures have been more; so that the Society is now upwards of \$20,000 in debt. The report proceeds as follows:

We have sent 783 emigrants to Liberia during the year. The interesting story of the first meeting was a family sent by Montgomery Bell, of Nashville, (Tenn.), to the Gen. Pierce, which sailed from Savannah December 16th, consisting of a man and his wife and thirty-six children and grandchildren. Mr. Bell gave them a good outfit, paid their expenses to Savannah, and gave us \$2,000 toward their maintenance. He has a large number more of whom he wants to send in our next vessel, about 80, and he is willing to give them a good outfit, pay their expenses to the port of embarkation, and one-half the amount necessary to transport them to Liberia and support them there six months. And we are looking out for some generous friends to give us \$2,400 to pay the other half; so that the interest of the Society is clearly demonstrated. They are the "iron men" of Tennessee. Gen. Bell has been known as one of the largest manufacturers of iron, and his slaves have been his only workmen. They thoroughly understood the business, and are men of high intelligence, and would be a valuable acquisition to any country. Thomas Scott, the son of the family, is a well educated in the Gen. Pierce, helped to make the cannon balls which were fired from behind the cotton bales at the battle of New Orleans, and he is yet a man of great activity and energy of character.

If we are not entirely mistaken in our calculations, this family of Mr. Bell's will be an element in Liberia's history and operations of the most valuable character; for iron ore is found there in great abundance and of remarkable purity.

The history of Liberia the past year has been such as should encourage us to press forward in the work. Peace with the natives has prevailed; schools have been multiplied; the churches have been blessed; the great law of progress is manifest. Liberia now is not exactly what it was at any period you may select in its past history.

The commerce of Liberia has been increasing. The fact has been clearly demonstrated that the American Republic, weak and feeble though it now is, will hereafter direct and control to a vast extent the commerce of the western coast of Africa. The rich products of that immense tract of country lying interior of Liberia will find their way out through her ports; and as the natives rise in the scale of being, and begin to appreciate the blessings and feel the wants consequent on civilization, they will, through some channel, obtain the products and manufactures of other countries. So that it is quite evident that, whatever the foreign commerce of Western Africa may be, Liberia will control it. Her position on the coast, and her relations with foreign nations, necessarily confer upon her this advantage. Her independence having been formally, honorably acknowledged by five of the leading Governments of the world—England, France, Prussia, Belgium, and Brazil—she is fairly entitled to form treaties and establish international relations which will trade between her vast interior and the markets of the world.

Already has this opening field for commercial enterprise attracted the attention of other nations. The regular merchantmen engaged in that trade being insufficient to its demands, a line of steamers under contract with her Majesty's Government has been established, and one is now on her way to Liberia, to be followed by four powerful steamers, of nine hundred to one thousand tons each, are on the line—the Forerunner, Faith, Hope, and Charity—names appropriate and significant. Another line from Liverpool has just been started. So that now Liberia has a steamer from England twice a month. Capt. Reid, U. S. N., in a letter just received from him on board the frigate Constitution, of Monrovia, says:

"I enclose you a paper giving the route of the English steamers on this coast. They are doing a first-rate business, running full of freight both ways, and of course cutting up our trade. Steam is the only thing on the coast."

The English Government, with a wise reference to the extension of her commerce on that coast, admits *free duty*. Consequently the English trader can always give a higher price for the articles he purchases in Liberia. The Librarian can order by the British steamers which ever goods he wants from London or Liverpool, and have them in his store in six or eight weeks after the order is issued; while to obtain the like goods from an American port requires at least the same number of months.

Under these circumstances it is not to be wondered at that British commerce is increasing on this coast with unexampled rapidity, and that American commerce has to struggle hard even to maintain its present limited existence. England may be said to be grasping in her efforts to spread her commerce abroad over the face of the globe, and to plant her flag in every sea. It is not well that she should extend civilized commerce, trade, and christian commerce along that coast once covered with barbarous traffic in human blood! There is a tremendous moral power in commerce which tends to civilize the barbarous. Liberia has on her hands in this respect a work so mighty, and so demanding possible encouragement and assistance from the nations of the world, that she struggled for a mere existence, without the power or means to regulate commerce. At length, but tremblingly, she declared herself to be, and actually became, an independent nation. England nobly came forward with the recognition, and welcomed Liberia to the family of nations. France, Prussia, Belgium, and Brazil, from time to time, complied her in the most marked and distinguished manner.

And yet the harbors and ports of Liberia are open alike to British steamers, French merchantmen, and American traders. Her commerce is free to all, and her spices, and all the rich productions of her sunny clime she is ready to exchange for the manufactures of all other nations on equal terms. Thus far Liberia has shown no favoritism, has exercised no selfish partiality. Her treaties of commerce with England and France give them no advantage whatever over the United States of America. In all the commercial relations into which she has entered thus far she has kept the field wide open to all, giving peculiar advantages to none. This surely is all that could be asked, all that any body had a right to expect. But now suppose that those nations which have acknowledged her independence should endeavor to obtain for themselves the privilege of introducing their manufactures free of duty and the exclusive right to trade in camwood and palm-oil, who else could complain? If any other Governments have neglected to improve the opportunities which her existence has presented to them, it is there not ground for complaint that they may be ultimately deprived of them?

Liberia is in a certain sense the United States. By private benevolence means were provided among our citizens to take from our country those who had neither social nor political relations, transport them to the land of their fathers, plant and nurture them there until they should develop nerve and skill enough to perform all the functions of self-government in a manner adequate to their necessities and creditable among the nations. And there Liberia stands, and has stood for the last six years, a free and independent nation—a bright gem set upon the dark ground of a vast continent, with some two hundred thousand citizens, exerting an undisputed dominion over some seven hundred miles of sea coast, extending some considerable distance interior, under a republican form of government, with a written constitution similar in many respects to our own; the first and the only free Government on the coast of Africa.

This situated, she asks, with all dignity and respect, a recognition from the United States Government. She acknowledges with gratitude her obligations to the benevolence of our citizens which has helped to make her what she is. She is ready to extend to us all the advantages of trade which she has begun to bestow.

Not as a mere matter of course or self-gratulation does she ask to be recognized. The moral effect of such a recognition would be of vast advantage to her in all her commercial and national relations. It would also, more than any thing else, operate upon the free colored people in our country, to induce them to seek there a home and nationality for themselves and their children. Then would Liberia gain new strength of head and heart, which would enable her nobly to stride forward in the career of splendid achievement to which she is consecrated.

The present resources of the Society are entirely inadequate to the work on hand. The time has now arrived when enlarged improvements must be made in Liberia. The increasing numbers who desire to emigrate demand enlarged facilities of transportation. Why, then, should not a vigorous effort be made to place in the control of the Society a first-class steamer, capable of carrying both

freight and emigrants, and of making four voyages a year? Can such a line be established? We believe it can.

The first line of British steamers was enabled to start by the English Government giving them a contract to carry the mails.

Let the United States Government give this Society a mail contract on the same generous terms allowed to other steamships, and then among the liberal friends of colonization we can raise the money to build and equip a steamer.

Private enterprise seems inadequate to the undertaking without some aid from Government. The same thing was true in establishing the lines of steamers that are already afloat and spreading the glory of the country over every sea.

If this same assistance is to be granted to any body to enable them to open steam communication with Africa, it seems but right and fair that it be to this Society in preference to any private individual or incorporated company. It has labored hard and long to found Liberia, to sow the seeds of commerce, to open new sources of wealth to our citizens, new fields for the extension of our trade, and new markets for the sale of our manufactures. Surely, then, it is an injustice to any colonial advancement which it may be in the power of our Government to bestow, while prosecuting her own legitimate enterprises in that direction.

Mr. LATROBE addressed the Society for considerably more than an hour, in which he gave a very satisfactory account of the prospects of the Society, alluding to many of the interesting points and epochs in its history, and strongly urging measures for the extension of its powers to effect the momentous objects of its organization. Mr. Latrobe said that he joined the Society twenty-eight years ago, and from time to time had his influence to multiply settlements in Africa for the colonization there of the free colored people of the United States. The position he now held—one that had been filled by Mr. CLAY, whose sickness gave a substitute in Mr. WESTON two years ago—was one more elevated than he could have ever hoped to attain; for than the honor of the Presidency of the African Colonization Society politics had none more important or dignified. The case is not what it once was, a work of penmanship—it had become a political necessity. In 1848 the Society sent 129 emigrants to Liberia; and each succeeding year the numbers have been respectively 422, 507, 670, 666, and last year 783. The things now especially demanded for Liberia are, first, its recognition by our Government; secondly, that our Government should furnish it a mail service by steamships; and, thirdly, authorize a scientific exploration of its interior.

Mr. LATROBE dwelt long and powerfully on the vigor and wisdom displayed by England in cultivating trade with Liberia, so much in contrast with our own Government. From Liverpool and Plymouth there were regular steam lines, so that there was a semi-monthly connexion between England and Liberia.

The Colonization Society is silent upon the whole subject of slavery. However various the motives that might urge different sections, States, or individuals to yield aid to the Society, all were looked upon with an equal eye, its only aim being to supply from our country a population to Liberia.

The Hon. Judge WAYNE, of the Supreme Court, then addressed the Society. Many prejudices, he said, had to be met and overcome in pursuing the weighty and important objects of the Society. Congress should act, and he had no doubt about its constitutional power so to do.

Judge WAYNE gave a succinct but highly interesting account of the action of the Government of the United States, from its very inception, on the subject of slavery, avoiding every thing partisan in his statement. By the Confederation the existence of slavery was distinctly recognized. On the acquisition of the Northwestern Territory the subject came up, and there were two stipulations in regard to it in the ordinance of 1787. These were, on the one hand, that slavery should not exist in the Northwest Territory, and, on the other, that slaves fugitive from the States where slavery prevailed should be restored to their owners. It was from this latter stipulation that the similar provision in the Constitution had its origin. The Judge traced the several subsequent acts of Congress on the side of humanity; as, the putting a stop to the slave trade by our people, confining it to the domestic trade among the States, and declaring its prosecution abroad piracy. He also alluded to the joint humane action of England and the United States after the war of 1812.

In the opinion of Judge WAYNE the Government is entirely competent, under the constitution, to colonize free negroes in any colony that is its own. Liberia occupies but seven hundred miles of coast, and there are three thousand more open to purchase and colonization if we choose. He quoted Mr. Jefferson's opinion as altogether favorable to the power of Congress in this behalf. Whilst Mr. Jefferson was President he looked to Congress for aid in the matter, and actually applied to England and to Portugal to acquire territory in Africa, but failed in both cases. Mr. Madison held the same views, and it was Mr. Monroe who had elicited those declarations from Mr. Jefferson. Twelve States of the Union out of eighteen had expressed their legislative concurrence in the same policy, and Virginia had done this twice, with an interval of fifteen years between the two acts.

The only real question, then, was, can the Government colonize blacks as well as whites? Judge WAYNE knew of nothing to prevent it, and believed the power perfectly constitutional. Ever since the Government began it has been colonizing Indians, not of but in the United States. There must then be power to do this. He referred in complimentary terms to the late report of Commissioner MANTREFF, of the Indian Bureau, as furnishing an argument quite to the purpose.

Judge WAYNE said he had not pretended more than to give a few leading hints to be followed by his hearers on this branch of the subject.

The Judge had not concluded his remarks at 10 o'clock, when our Reporter left the church.

## TO THE EDITORS.

COLONIZATION ROOMS, WASHINGTON, JANUARY 18, 1854.

GENTLEMEN: I cannot refrain from giving expression to the emotions of pleasure I feel in view of an act of noble generosity in one of the friends and patrons of colonization.

In the abstract of the annual report which I read at the anniversary last night I stated that we were looking for some liberal friend who would give us \$2,400 to enable us to send eight of the people of MONTGOMERY BELL, Esq., of Nashville, Tennessee, to Liberia in our next vessel, he being willing to give them a good outfit and pay their expenses to the port of embarkation, and also to pay one-half (say \$2,400) the expenses of their transportation to and support six months in Liberia. I have this morning received a note from a distinguished gentleman, who was present last night and heard the report, saying that he will take pleasure in giving the \$2,400 for that purpose. My heart is full of thanks and gratitude for this noble and prompt reply; and I can imagine how it will rejoice the good heart of Mr. BELL to hear of this generous gift, and of the assurance that we will take his people in our next vessel, to sail from New Orleans about April 1.

Yours, with true regard,  
W. MCLEIN,  
Secretary American Colonization Society.

There are about one hundred steamers lying side by side at the Cincinnati levees, some frozen in by the ice and others aground. Cargoes are taken on board, so that the shipper may get a bill of lading and the advances upon it. The cargoes are insured when put on board. Two fire breakers are sent to sweep the ice, and the whole, and on the breaking up of the ice by high water they are in danger of being sunk, as numbers were two years ago.

The number of students in attendance upon the lectures at the four Medical Colleges in Philadelphia is between thirteen and fourteen hundred, viz: 620 at the Jefferson, about 500 at the University, and about 200 at the other two Colleges—the Pennsylvania and the Philadelphia.

The suit against the city of Philadelphia for damages on account of the burning of Hart's building, in the winter of 1852, on account of frozen fire-plugs, has terminated in a verdict for the city.

## WRECK OF THE SAN FRANCISCO.

The New York papers of Saturday are occupied with extensive accounts of the terrible series of disasters which lately befel the steamer San Francisco, ending in the wreck and total loss of that ship, the leading particulars of which were published in our paper on Saturday.

The tale of this disaster (the New York Courier remarks) might have been more tragical, but it could hardly have been more sorrowful. From the 24th of December to the 28th of January she was the prey of the winds and the waves, each struggling with the other for entire possession of her. Such a holiday week as that which passed on board that wretched vessel has, thank Heaven, rarely been recorded. What irony must have seemed to lurk in the wishes for a merry Christmas, if any were uttered there; and a week after that mockery in those for a happy New Year! The fatal day was the former. Christmas day saw one hundred and fifty men and more hurried into eternity at one fell swoop, before the eyes of four hundred others who did not know which